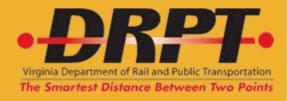
Rail Enhancement Fund

Proposed Project
Commonwealth Railway
Median Rail Relocation
Phase I – Engineering/Design
June 6, 2006

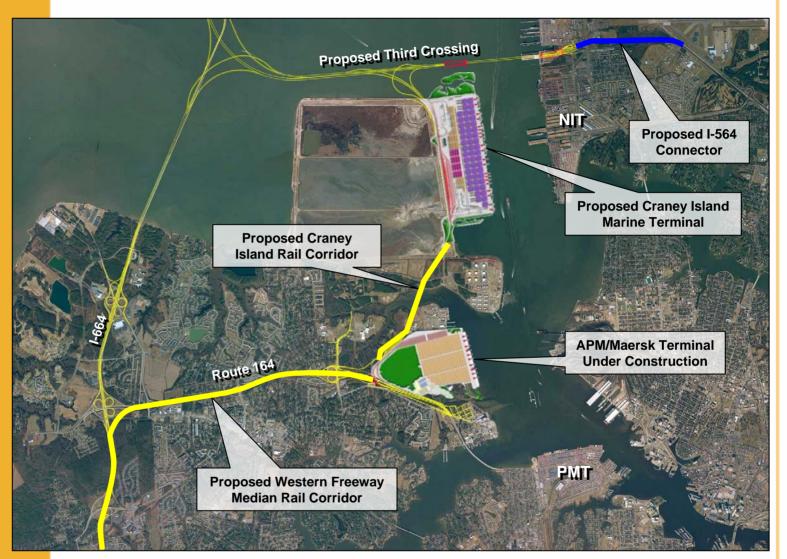
Pierce Homer Secretary of Transportation



History of the Median Rail Concept

- 1981: General Assembly authorized VPA to develop a coal terminal along the Elizabeth River east of Coast Guard Blvd. in Portsmouth, including the median rail corridor
- 1984: VDOT redesigned the Route 164 Western Freeway plan to accommodate median rail
- 1988: Dept. of Emergency Services conducted a safety and hazard analysis of existing rail line through the area to evaluate the necessity of constructing median rail
 - Recommendations:
 - Defer construction of median rail until required to accommodate increased rail traffic
 - Build 164 Western Freeway to allocate sufficient space for median rail in the future







Developments Impacting Rail Traffic

- APM Marine Terminals VA: Opening: 2nd Quarter of 2007
 - Rail traffic to triple from 12 train trips/week to 36 train trips/week
 - 2,300 ft. trains: each train is over ½ mile long and could block up to 5 crossings at once
- 4th Marine Terminal at Craney Island: Opening: 2017
 - New rail traffic of 56 train trips/week would operate along the same track used by APM Marine Terminals
 - Trains are longer: 7,500 ft. each
 - Each train is over 1 mile long: could block up to 7 crossings at once



Impact of Future Rail Traffic

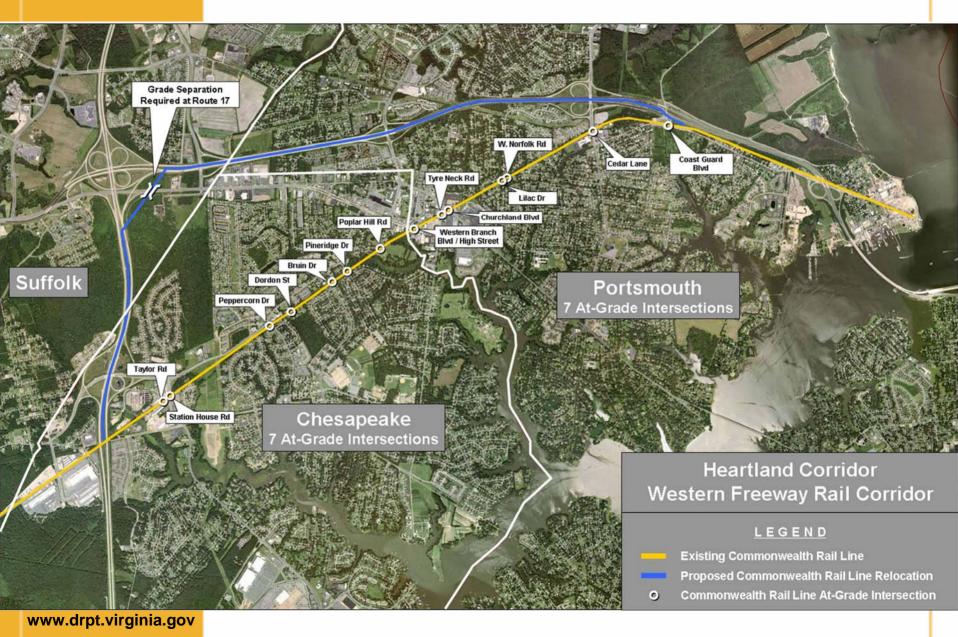
Total Impact of Planned Projects:

- > From 12 train trips/week to 92 train trips/week
 - ➤ Over 700% growth along 4.5 miles of track
- Trains would operate at approximately 10 mph over 14 at-grade crossings
- > Each train could block 5-7 crossings at once
- Frequency of up to <u>one train per hour or more</u> during peak periods

SOARING DEMAND

SERIOUS SAFETY AND ACCESS ISSUES





Proposed Median Rail Project

Two Key Components:

- □Design and construction of double track rail in the median of I-664/164
- □Rte 17 highway-over-rail overpass construction

Two-Phase Approach:

- □ Phase 1: environmental review and preliminary engineering to 30%
- ☐ Phase 2: complete engineering, design and construction
- Provides more reliable cost estimates up front before construction begins
- Better planning to anticipate the state portion of funding



Project Status Today

- □ Commonwealth Railway applied for REF funding in 2006, but the project was rated as a Tier II project due to cost considerations. It has not received REF funding to-date.
- \$15 million was designated for Median Rail in the federal SAFETEA-LU budget for FY06.
- \$18.75 million was introduced in Governor Kaine's budget.
- □ Commonwealth Railway has recently submitted an REF application for Phase 1 of the project, including their local match.



Project Management: A Public-Private Partnership

- Overall Project Management: Virginia Port Authority
- Federal Partner: FHWA
- State Partners:
 - DRPT- Federal and REF funding administration
 - VDOT- bridge construction component and right-of-way
- Local Partners:
 - Commonwealth Railway- local funding
 - City of Chesapeake
 - City of Portsmouth
 - City of Suffolk



Proposed Project Timeline

- ☐ June 2006: Rail Advisory Board recommends Phase 1 of the Median Rail Project for funding
- ☐ June 2006: Commonwealth Transportation Board approves funding for Phase 1 of the Median Rail Project as part of the Six-Year Improvement Program
- ☐ July 2006: Phase 1 begins
- ☐ Fall 2006: REF application submitted to complete Phase 2 funding (to supplement \$15M federal funding and other state funding)
- □ Summer 2007: Phase 1 completed
- ☐ July 2007: Phase 2 begins
- □ 2010: Full project completion



Funding Proposal for Entire Project

Total funding package assumptions:

- Total project cost (phases 1 and 2): \$60 M**
- \$4.8 M REF for Phase 1 (70/30 split)
- \$15 M federal for Phase 2
- \$18.75 M other state funding for Phase 2
- \$21.45 REF for Phase 2 (70/30 split)

**Preliminary engineering work will further refine total project costs.



Funding Proposal for Phase 1 for consideration today

- □ Rail Enhancement Fund would provide funding for Phase 1 as follows:
 - \$4.8 M total project cost
 - \$3,360,000 REF
 - \$1,440,000 Commonwealth Railway match
- ☐ Funding would be provided through remaining REF FY07 unallocated funds
- ☐ Impact on the Rail Enhancement Fund:
 - Leaves \$12,280 available in new funding for FY07
 - Does not impact previously approved REF projects



Funding Proposal for Phase 2 for future consideration

- ☐ In fall 2006, an application for Phase 2 funding will be submitted as part of the REF annual application period
- ☐ The Rail Enhancement Fund would provide funding for Phase 2 as follows:
 - \$21.45 M total project cost
 - \$15.02 M REF
 - \$6.43 M local match
- ☐ Funding will be requested for the FY08-09 period





Conclusion

☐ Good news:

Future Port Growth Will Result in:

- 54,000 Additional Port and Port-Related Jobs
- \$155 Million in New State and Local Taxes Annually

Total Economic Impact of Port Growth is \$5.3 Billion

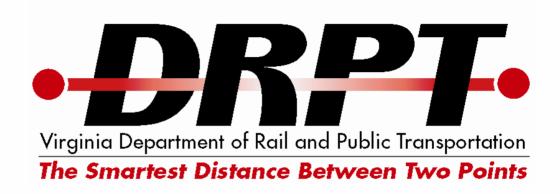
■ The challenge:

- Rail traffic at 14 crossings will increase by more than 700% within 11 years, posing numerous safety and access issues
- —APM Maersk will open in 2007, but Median Rail won't be operational until 2010: we can't delay these improvements any longer

Meeting the challenge: Median Rail

- Removes rail traffic from these 14 crossings for unimpeded access by motor vehicles
- -Ensures dual access for multiple freight rail operators





www.drpt.virginia.gov info@drpt.virginia.gov 804-786-4440

